



# Annex E(T) - Final inspection checklist - trigear

A/C Reg..... Owner.....Kit S/N.....Date.....

(U.K. Only) L.A.A. No.....Inspector.....Insp. No .....

**Note:** *This check list only covers specific items for inspection of the Europa aircraft. General inspection must be carried out in addition to these items. Items covered in the inspection stages during construction are not included in this list.*

The inspector should check and initial each separate item of these inspection sheets. Duplicate check items require a second signature. For aircraft registered with the L.A.A. a copy must be sent to the Engineering Department of the L.A.A.

## Flying Controls

Check there is no binding when the control column is moved fore and aft when at full aileron travel.

## Wings

Check wing incidence on port and starboard wings.

Check for straight wings/ailerons/flaps (sight along leading and trailing edges).

## Ailerons

Check aileron mass balance horns do not contact the wing skin at full travel.

Check for slop in the aileron system, particularly at interconnect system - adjust shim if required

**Duplicate** check of aileron travel - nominal 23.5° up, 20° down.

Max aileron movement limits	Actual aileron movements	
	Port	Stbd
Up - 22.5° min - 25.5° max		
Down - 19° min - 22° max		



Check adequate engagement of rod-ends on threaded ends of the aileron link-rods (no less than 1.5 x diameter of threaded portion must engage with the thread of the rod-end - preferably 2 x). If inadequate engagement, remake link rod as described in the Builders Manual.

### Tailplanes and anti-servo/trim tabs

**Duplicate** check of range of tailplane travel. Neutral is when tailplane root is in line with fuselage fairing, and noting that a positive angle means trailing edge up.

Also check the anti-servo tab movement - see table:-

Tailplane movement (A)		Tab movement (B)		Tab/tailplane ratio (B-A)÷A Min 1.2 max 1.5	
Limits	Actual	Port	Stbd	Port	Stbd
T.E. up 12° to 13°					
T.E. dn 4° to 5°					
Total movement	(A)	(B)	(B)		

**Duplicate** check of the range of trim movement of the tab, with the tailplane set again at neutral.

Trim tab range - minimum	Trim tab range - actual	
	Port	Stbd
T.E. up 6°		
T.E. down 6°		

Check that the pitch trim push-rod TS05 does not contact either slot in the fuselage sides at either extreme of trim travel over the full tailplane movement range.

Check that trim bellcrank does not contact TS05 push-rod when fully forward (tab full down) and tailplane is trailing edge up. This can be checked by cycling the trim motor through its range whilst holding the stick fully back, and listening for any labouring.

Check that TS05 does not contact the bulkhead it passes through.

Check tailplane for correct mass balance.

Check that inboard corners of anti-servo tabs have been removed to clear the rudder.

## Rudder

Check that the rudder movement is limited by the stops on the rudder push-rod bellcrank casting and not its leading edge.

**Duplicate** check of rudder travel.

Max rudder movement limits	Actual rudder movement	
	Port	Stbd
30° min 32° max		

## Cockpit

Check presence of forward and rear lift pin fuselage side stiffeners.

Check presence of reinforcing tubes in rudder pedal shafts.

Check that all placards are in place. Ref.: Owners Manual

Check that trim tab servo can be easily and quickly electrically isolated by the pilot (e.g. in a trim runaway).

Check trim indicator is central with the tab at neutral position.

Check orientation of trim position indicator and trim switch - to trim the **nose up** (tab moves down), press **bottom** part of rocker switch and indicator moves **up**.

Check that the door latches have sufficient lubrication to snap to closed position.

Check that the door shoot-bolts engage in their holes on the parallel portion, not just the taper.

Check that door latch guards are fitted.

Check presence of fuel filter spring.

Check security of fuel pipes at fuel tank outlets.

Check that it is absolutely clear which end of the fuel cock knob is the “pointer” end, i.e. small pointer is sawn off and handle used as pointer.

Check that fuel cock placarding is clear, i.e. OFF/MAIN/RESERVE.

Check presence of fuel sight gauge restrictor.



Check installation and effectiveness of rudder pulley safety pads.

Check that rudder cables have not stretched, allowing pedals to come too close to firewall at extreme travel.

### **Rear Fuselage**

Check that both pitch push rod and mass balance arm are correctly attached to tailplane torque-tube operating horn.

Check pitch push-rod containment hole to push-rod clearance is maximum 4 mm (0.16").

Check that baggage bay rear bulkhead has been glass taped all round its rear face onto the fuselage.

Check that tyre pressures are correct (ref. Owner's Manual).

Check for presence of access panels under fuel tank outlets. (Mandatory in the U.K.)

### **Flaps and landing gear**

Check setting of shimmy damper in nose gear.

Where the nose gear bungee is fitted instead of the twin springs, check that the nose leg does not begin to pivot until after 150 Kg has been applied at the propeller flange.

Check presence of windows in root of flaps to check pin engagement.

Check that, with the flaps up, the cross-tube is not pushing the flaps outboard. A slight inboard movement of the flap should be possible with the flaps at approximately 5° down.

**Duplicate** check of the total angular movement of both flaps.

Max flap movement limits	Actual flap movements	
	Port	Stbd
Down - 25° min - 27° max		



## **Aircraft back on ground - cowlings removed.**

Check addition of rudder pedal return spring plate CS21 for furthest forward rudder pedal.

## **Propeller and spinner**

Check propeller pitch on each blade (Rotax 912 - 17°, Rotax 912S - 19°, Rotax 914 - 20°, at tip - Warp Drive ground adjustable propeller).

Check for correct wire locking.

Check tracking of blades is within  $\pm 3\text{mm}$  (1/8").

Check spinner runs true.

## **Wings and tailplanes derigged.**

### **Wings**

Check that 3 bolts secure each TGW21 flap outboard hinge plate.

### **Fuselage**

Check that the bolts securing the CS15 aileron quick-connect bellcrank in the fuselage do not protrude too far through the nut (1 ½ threads minimum), to ensure there is no contact with the W16 bellcrank in the wing when being rigged/derigged. Look for signs of contact on the W16 bellcrank.

### **Tailplanes**

Check that there is sufficient lubrication of all moving parts.

Check security of the bronze bushes bonded in to the fuselage sides

Check security of TP5, TP6 and TP13 bushes in the tailplanes.

## **Builder Modifications**

Check if any builder modifications are fitted. The following are examples, all of which would come under the category of modifications needing L.A.A design acceptance in the U.K.:-

- Auto-pilot
- Electric fuel gauge
- Addition of fuel flow computer
- Alternative epoxy resin or glass
- Alternative paint systems
- Alternative propeller



Alternative engine  
Tail pip pin hole covers  
Extra access panels  
Alternative fuel tank material  
Alternative wing tip shape  
Navigation lights  
Strobes  
DV panel  
Extra door safety catch  
EGT gauge  
Flap root fairings